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Continued from Page 55

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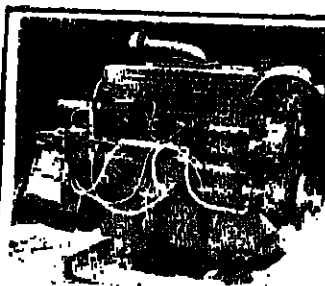
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fishing news

December 16, 1977

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FRENCH QUOTA BLUNDER COSTS US FISH

Stalthes cohle

SKIPPER George Harrison of Stalthes have started fishing with their new York brace 'G' (below). Built by the Gordon Clark, Whitby, she has a Petter engine and a North Sea Winches pot hauler. More details and pictures in *Fishing News* soon.

A MAMMOTH BLUNDER by French and EEC fisheries administrators could cost Britain's hard-pressed distant water trawler fleet up to 1,120 tonnes of urgently needed Norwegian fish. All EEC vessels were banned from Norwegian waters at the beginning of November when it was discovered the 1977 EEC quotas had been exhausted due, it seemed, to overfishing by the French. Now, it has been found out that the French over estimated their catch by some 2,650 tonnes - roughly the amount Britain claimed was outstanding when Norway imposed her ban.

The shortfall was discovered early this month and the EEC agreed to split the fish between Britain and Germany, with the latter having a 1,530-tonne share. A condition of the return is that all fishing effort at Spitzbergen and Bear Island is suspended.

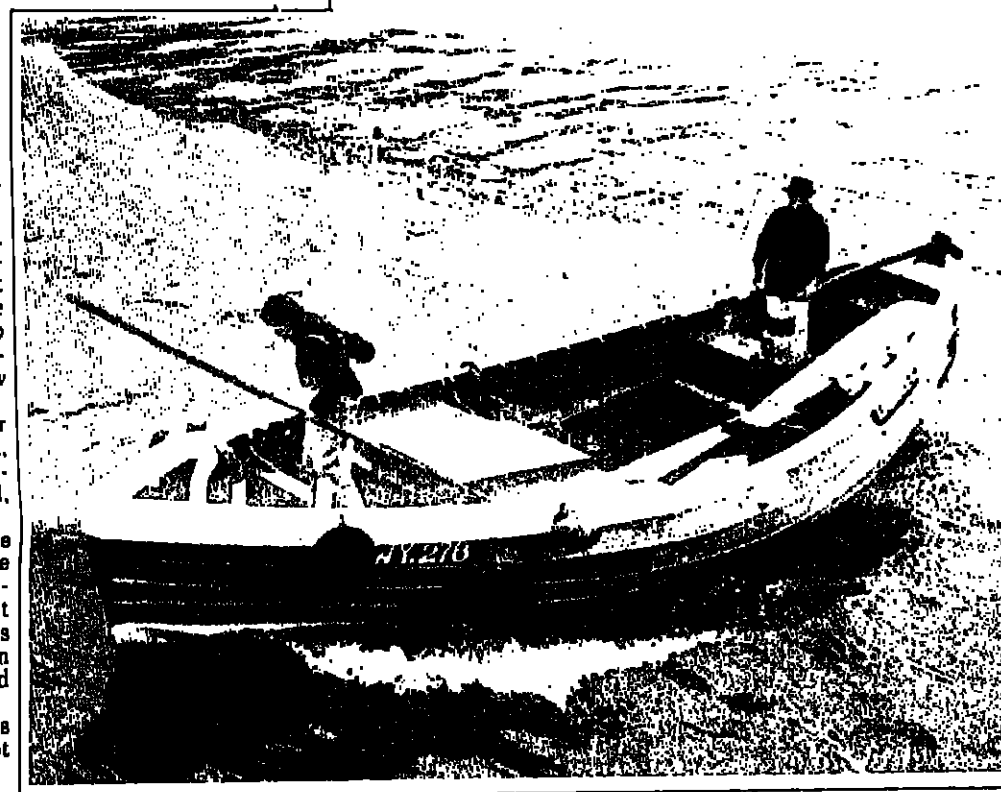
While Britain pulled out, the Germans carried on. When two Grimaby trawlers - BUT's Ross Kashmir and Ross Kelvin - arrived off Norway to restart fishing on December 7 they were immediately ordered out by Norwegian protection vessels. Their skippers relayed urgent messages to Grimaby as they idled away fishing time waiting for clarification of the situation.

Delay

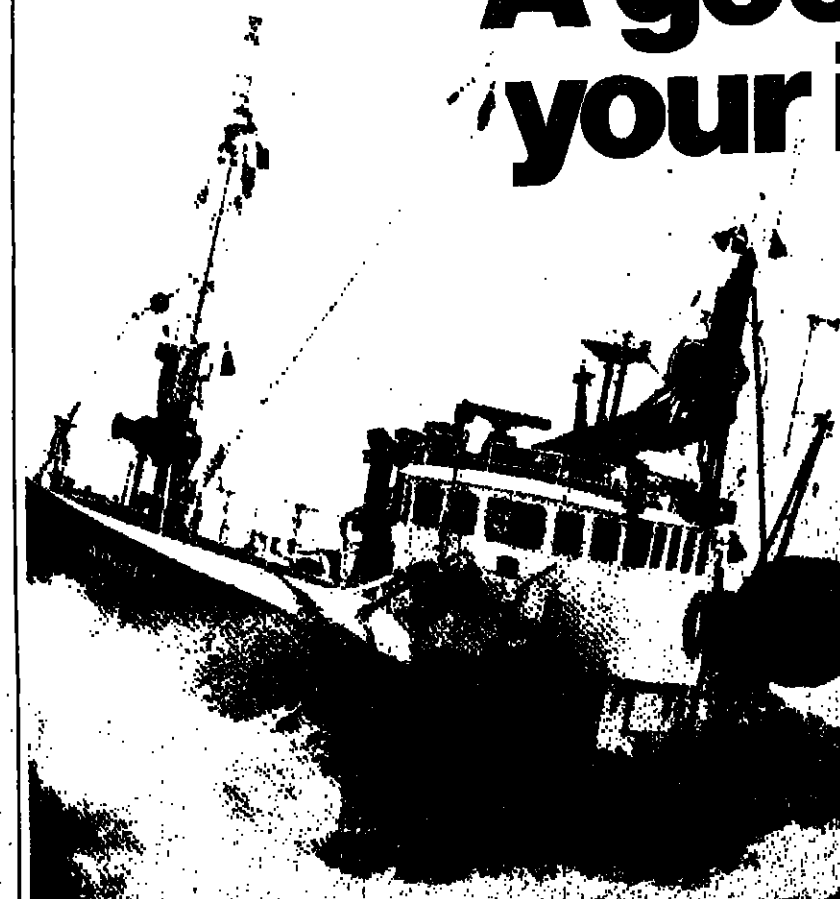
In Grimsby owners were asking why the announcement of the shortfall had been delayed until the very last minute of the eleventh hour. Only BUT had any distant water vessels at sea, while both Consolidated Fisheries and the Boston Group had laid up their distant water vessels at least until the 1978

quotas become available. A spokesman for one company told *Fishing News* that it would be a terrible struggle to get ships away in time to make a decent trip for landing very early in the New Year.

"It is typical of the manner in which the EEC works and, if this does not expose the folly of quotas once and for all, then nothing ever will. "We are angry over the situation, but we shall make every effort to take up our individual company quotas. It will mean putting more ships to sea over Christmas than usual and the men are bound to resent this. "We desperately need this fish and, if we fail, it will not be for the want of trying."



A good return on your investment

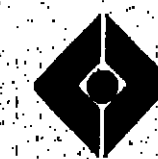


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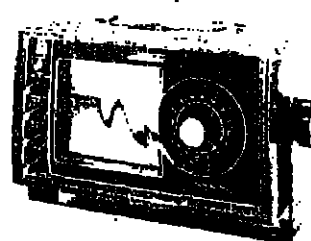
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Share-out by EEC must be changed

—Silkin

FISHERIES MINISTER John Silkin made a statement to the House of Commons last Friday about the latest round of common fisheries policy talks with the EEC.

He said: "My Rt. Hon. Friend the Secretary of State for Scotland and I represented the United Kingdom at the special three-day meeting of the Council of Fishery Ministers in Brussels from December 5-7."

"The Council had before it a number of proposals from the Commission on the common fisheries policy, including proposals on quotas, access and conservation."

"I have already told the House that the United Kingdom could not possibly

accept the quota and access proposals, and that the conservation proposals were inadequate although they had some good features."

"With regard to conservation, I once again emphasised that a comprehensive and fully effective programme of measures would be an essential part of a future CFP. I found a somewhat greater readiness among our EEC partners to recognise this point than heretofore."

"However it remains the government's policy that a community conservation

policy, which must include measures to allow coastal member states to safeguard the stocks within their sovereignty or jurisdiction, cannot be adopted separately from decisions on access and quotas."

"The question of division of resources is more difficult. The basis of our position is well known to the House. The United Kingdom is the member state which has lost most in distant waters and contributes most to the fish stocks in the waters of member states, but the present commission proposals do not take proper account of these factors. They must be changed."

"I believe that at this time there was a more widespread recognition than any quotas need to take account of distant water losses. I also believe that the general position of the United Kingdom is now better understood, although our contribution is not fully recognised even now."

"The crucial questions of access and coastal preference were not fully discussed. The government's position on these points remains unchanged."

"The Council has agreed to 'stop the clock' and to meet again on January 16, 1978, and the commission have...

Turn to page 10

Russia wants talks

COMMENT

THE MINISTERIAL dream of a united Anglo-Irish front in EEC negotiations seems to be fading fast. While over the past few weeks both British and Irish ministers have been publicly cultivating an aura of togetherness, the Brussels talks last week emphasised that an alliance is not really on.

There now seems to be a dawning realisation on the part of the Irish that the two industries are not compatible. For Ireland, the necessity is to keep an area of water which will sustain an essentially inshore fleet, while Britain has to find a solution which will keep an inshore, middle water and distant water operation viable.

This is seen as the Achilles heel of British claims and has led to Ireland not only criticising British quota claims but, also, insisting that no independent reciprocal fishing arrangements with third countries are made.

While encouraging statements on progress at EEC talks still roll out from the government, the worrying aspect of the Irish move is that it might be inspired by what they have seen of the British stance at the negotiating table. Certainly the threat of a ban on all EEC boats by Norway puts pressure on Britain to be more amiable in its dealings with other member states...a pressure which Ireland doesn't have to bear.

The impression that cracks are appearing in Britain's previously strong stand is reinforced by the reported demand of Mr. Silkin for 962,000 tons as the British share of the EEC catch. This is less than a third of the expected three million tons to be taken next year — and is well short of Mr. Silkin's previous demand for 60 per cent of the total.

If these figures are anything to go by, British fishermen might well be wondering if they are about to be sold out.

fishing news

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ABC

Ban on Iceland stays—lumpers

CHAIRMAN of the Grimsby lumpers committee, Tony Edwards, made it clear last week that his men would not be lifting their ban against Icelandic wet fish trawlers.

In a statement Mr. Edwards said the lumpers would stand firm on the ban — even if it meant going against the advice of their union.

Icelandic wet fish would only find its way back on to the Grimsby market if the Icelanders agreed to allow one Grimsby distant water trawler back on to the Icelandic grounds in exchange for every Icelandic vessel landing at Grimsby.

This announcement threw an untimely spanner in the works of Humberside MPs, John Prescott (Hull East) and Austin Mitchell (Grimsby), who have been campaigning to settle the

Icelandic problem. Mr. Mitchell is now recovering from car crash injuries.

They have been under pressure from processing industries at both ports on the Humber where fish, especially cod, is now so scarce that filleters, and other process workers are joining fishermen in the pre-Christmas dole queues.

Nor could the Grimsby lumpers' decision have come at a much worse time. The first of a series of 'ex-

ploratory' meetings between representatives of the Icelandic fishing industry and certain sections of the British industry, geared towards an ultimate agreement to end the embargo on wet fish imports, had ended hopefully at Selby on Tuesday of last week.

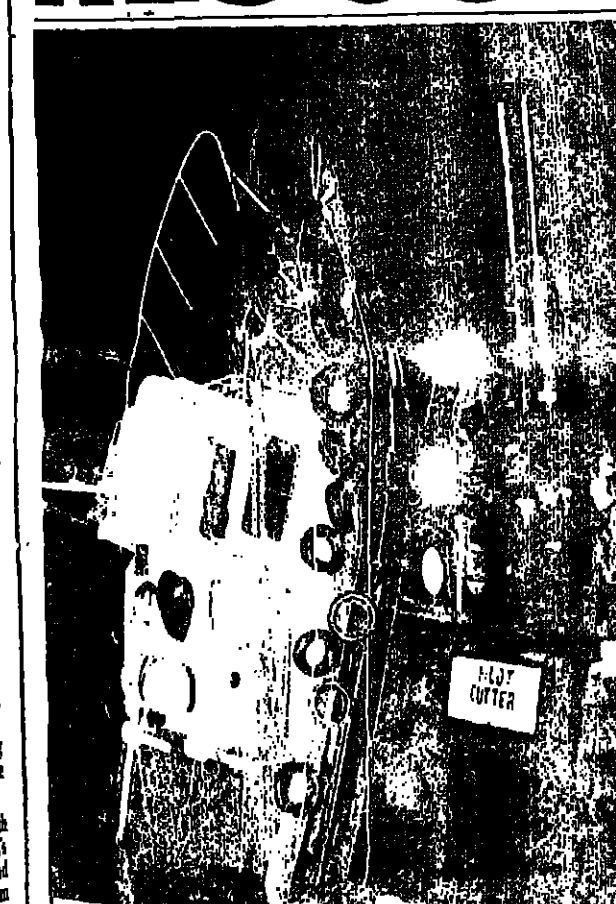
Both MPs were optimistic that further progress would be made at last Friday's London discussions when Mr. Edwards, asked to explain the absence of any

representatives of the Grimsby lumpers at Selby, made a statement.

The British delegation at Selby included the national fisheries officer to the TGWU, David Cairns, representatives of the Hull bobbars, merchants and processors.

Like the Grimsby lumpers, Humberside's trawler owners — who continue to support the ban — were conspicuous by their absence.

GALE AIR-LIFT RESCUES CREW



THE Aberdeen trawler *Elinor Viking* is expected to be a write-off after being driven on to the treacherous Vee Skerries, off the Shetlands, last Friday night by mountainous seas and gale force winds.

Skipper Alex Flett and his crew of seven were miraculously plucked to safety by a British Airways helicopter at the start of an eight-day trip.

Other fishing boats in the area raced to the scene and a lifeboat was launched, but she could not get near the stranded trawler. Her bottom had been ripped open by the jagged reefs and she was being pounded by the gale-lashed seas.

Overhead an RAF Nimrod aircraft dropped flares. Skipper Flett said afterwards that the helicopter was a "real angel of mercy."

He added that the chopper's crew are "heroes."

The crew of *Elinor Viking* was taken to hospital in Lerwick and Skipper Flett and chief engineer, Douglas Morrison, were detained overnight for observation.

The rest of the crew was allowed to leave.

Elinor Viking is one of the most up-to-date boats operating from Aberdeen.

She was built three years ago to fish near and middle waters.

A spokesman for her owners said that as far as he knew, the boat would be a write off. This had not been officially confirmed, as a first-hand report from the salvage experts had to be received.

£50,000-plus

NEWINGTON'S C. S. Forester, the only vessel landing for Hull's Monday market, grossed £50,221. She had 1,580 kits after a 26-day trip to Bear Island. Skipper E. Woodbridge's catch averaged £31.76 per kit for the codstuffs.

OPENING LATE

SEABOURNE Electronics of Plymouth will be staying open until 8pm until Christmas Eve. It is previewing some of the equipment to be displayed at Earls Court Boat Show in January.

Pilot boat salvaged

PETERHEAD pilot boat being hoisted out of the water at the south harbour after she capsized while assisting the crippled Aberdeen trawler *Glen Affric* (Fishing News, December 9).

Crewman Peter Anderson was lost when the boat sank, but Skipper Arthur Buchanan survived in an air pocket after being engulfed in the boat for 50 minutes.

Wheelhouse equipment

BOJEN'S PAIR BOAT

JONES BUCKIE Shipyard has laid the keel of a 70 ft. wooden-hulled pair trawler being built to the order of Skipper Jens Bojen's Denby Trawlers Ltd. of Grimsby.

Designed by G. L. Watson and Co., the transom sterned vessel will have a beam of 23 ft. and will be powered by a Kelvin TASA 375 hp engine turning a Hundersdale variable pitch propeller.

Gear handling aids will include Norwich trawl winch and Lossie Hydraulics net hauler.

Wheelhouse equipment

will include Decca radar and autopilot and Sailor radio-telephones.

Lucky escape

IRISH fishermen, John Urkin, had a lucky escape from death when he was rescued from Pynance harbour by two policemen.

Luke Ragan and Joseph Kopinski threw him a rope after hearing his faint cries for help. He suffered no injuries and was later taken to his boat, *Golden Star*.

Fund-raising soccer

AN England v Scotland fishermen's soccer match is being arranged at Penzance, Cornwall, this Sunday to start at 10 am.

It's part of a fund-raising campaign organised by John Britten, landlord of the Dock Inn at Penzance harbour. The campaign is in aid of the fund for the men of *Boston Sea Ranger* who lost their

lives in the recent tragedy off Gwennap Head (Fishing News, December 9).

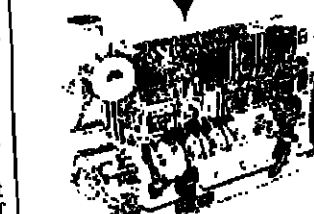
The game will be between fishermen now working mackerel from Newlyn and Penzance, including many from the sea coast. Mr. Britten is aiming to reach £2,000 by January 1. He is also collecting gifts which will be donated after Sunday's match.

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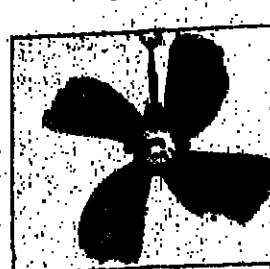
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Choosing the right engine

"A YEAR AGO I bought a 36ft. boat for potting and lining. The boat is satisfactory but the engine has caused nothing but trouble."

"It's an ancient heap of ironmongery, suffering from lack of compression, etc."

"Please tell me which engines would be suitable as a replacement, and how I should go about choosing?"

The best choice is a diesel engine, being more reliable and less expensive than one running on petrol or vaporising oil, and not dependent on electricity, which may fail in damp salt air.

Since fuel consumption per unit power output of a four-stroke engine is less than that of a two-stroke, the former choice is best.

Sludge and corrosive deposits can accumulate in the jacket of a sea water cooled engine. In winter it is necessary to drain the jacket every time you leave the boat

for any length of time in frosty weather. Air-cooled engines, however, do not need this treatment.

A fresh-water cooled engine is quieter and the water can be chemically treated to prevent scale formation and accretion of sludge in its cooling jacket.

Anti-freeze composition can be added in winter so that it does not have to be drained from the jacket in cold weather.

Can your engine be started by hand as well as by an electric or mechanical starter? I think whatever engine you choose should incorporate hand starting facilities; otherwise you may find yourself in an out-of-the-way place with batteries run down and unable to start.

Only engines with a maximum speed of about 2000 rpm have hand starting. Diesels with a maximum speed of less than about 1000 rpm are not made nowadays for installation in boats like yours. A medium speed diesel might suit you best.

Unless your grounds are a long way away and you want to achieve the maximum possible speed acceptable for your hull, an engine capable of 7-8 knots with power take-offs to drive an alternator, mechanical bilge pump and a mechanical or hydraulic line

hauler should prove adequate — one of between 20 and 36 hp, for instance.

Only if you want to proceed at uneconomical speed or use the boat for trawling, should engines of higher power be considered.

It should fit the existing engine beds and its height must suit the space allotted. The size of propeller it is designed to turn must fit the boat's propeller aperture.

You should also consider whether your new engine's manufacturer has a depot well stocked with spares and managed by a skilled engineer near your home port.

Cardner Engines (Sales) Ltd., Barton Hall Engine Works, Patricroft, Manchester; Kelvin Marine Division (GEC Diesels), 254 Dobbies Loan, Glasgow; Lister Blackstone Marine Ltd., Dursley, Gloucestershire; or Emsworth Marine Engineering Ltd., Thorney Road, Emsworth, Hampshire — a company which imports Sabb diesel engines from Norway — may have such depots near-by. If so, you should have no difficulty in acquiring a satisfactory engine.

Set a 'fyke' for eels

"I HAVE RECENTLY been given seven fyke nets."

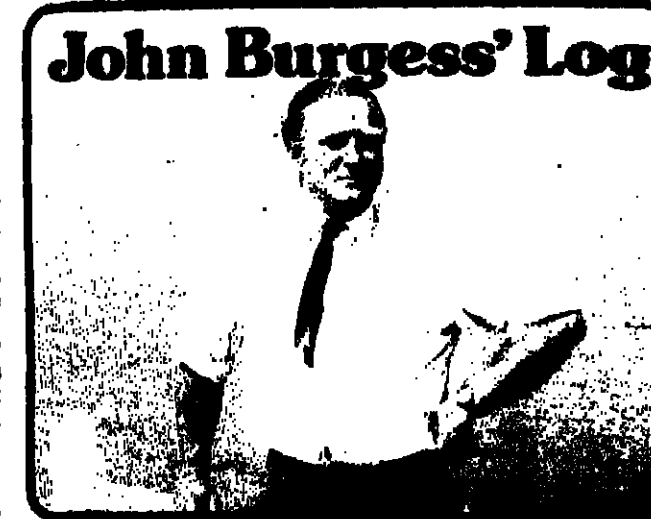
"I want to catch eels with them but don't know how. Please tell me how they are set."

To set the nets you need stakes the size of rake handles, pointed at one end, and some small anchors to set the nets securely across or out from the banks of creeks.

If the creeks or dykes are no more than about 25 ft. wide at low water, stakes only will suffice. If they are wider, stakes and anchors weighing about 6 lb. are preferable.

One way of rigging a fyke net is to lash the outer end of the headline of the leader to one stake about 2 ft. above the pointed end and the outer end of the float line 2 ft. above it; and to lash the cod-line (the line which pursues the cod-end) 18 in. above the pointed end of the second stake.

Another method is to lash the first stake to the outer end



John Burgess' Log

of the leader in the same way, and to lash the second stake across the entrance hoop in line with the leader; then to lash the bottom of the entrance hoop about 2 ft. above the pointed end of the stake and the top of the hoop above that.

Usual practice is to secure two or three fathoms of line to the cod-line, then a 6 lb. anchor to the crown of which is attached a line three times as long as the maximum depth at high water, and then a brightly coloured buoy.

It is a good idea to wrap a short length of chain around the second stake where it is secured to the bottom of the entrance hoop; this makes it easier to fix the stake upright in the mud and helps to keep it vertical when weed is carried into the net by the tide.

If you rig a net with a stake at the outer end of the leader and a stake at the cod-end, you can only set it in shallow creeks or those in which you can drive the stakes into both banks.

Set like this, there is nothing to stop an entrance hoop made of cane from floating clear of the bottom as the tide rises and taking part of the headline of the leader up with it. And, if there is any strength in the tidal stream and much weed about, the en-

Corrosion beaters

I RECEIVE many questions about how to deal with atmospheric corrosion and corrosion caused by galvanic or electrolytic action on underwater fittings and surfaces.

Expert instructions and suitable anodes to deal with most problems encountered by inshore boat owners are obtainable from M. G. Duff Marine Ltd., Hirdham, Chichester, Sussex.

Similar instructions and anodes for controlling corrosion and fouling in water inlets and suction valves found larger vessel owners are available from Cathodic and Electrolytic Engineers Company Ltd., 81 Saltergate, Chesterfield, Derbyshire.

The latter company has evolved a system called the Cathelco System to reduce corrosion of metal in contact with water and to control marine growth in sea water systems.

Equipment used comprises a control panel operated from an AC power supply, and a transformer and rectifier automatically feeding low voltage direct current to specially alloyed anodes.

Cathelco equipment has been fitted in naval ships and submarines, and merchant vessels, during the last few years and is said to be responsible for considerable reductions in repair and maintenance costs.

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violet deterioration when stored ashore in the open for any length of time.

Also perhaps, the darker trap is, the more likely lobsters are to enter it.

Difference in lengths

"IN FISHING NEWS (October 7) it was stated that five wooden hulls, offered by the G. Percy Mitchell Boatyard at Portland, would be from 26 ft. to 41 ft. 6 in. LOA.

"The top-of-the-line hull was to fall just below the 12 metre Department of Trade safety survey limit."

"By what stretch of imagination can a 42 ft. hull be judged to measure under 12 metres long?"

Part One of The Fishing Vessels (Safety Provisions) Rules 1976 states that length in relation to a vessel, means the length shown on the vessel's register.

In the second Schedule to the Rules — Form of Record of Particulars of a United Kingdom Fishing Vessel — there are two adjoining panels.

The first is headed Registered Dimensions and has three spaces below it for entering length, breadth and depth of the vessel.

The second is headed Overall Length and has a space below it for entering hull material.

Clearly, therefore, overall length and 'length shown on the vessel's register' differ. The latter may be length between perpendiculars (LBP), length on the water (LWL) or length determined in some special way by D.T. surveyors.

Norwegian longline

A NEW LONGLINE produced in Norway and said to be proving popular there is now available in the UK.

Made of monofilament nylon by A/L Fiskerieredskapsfabrik, at Rodskapsfabrik, in Finnmark, it is supplied in coils. They should be about 600 m. long since 200 No. 6 hooks with metre-long monofilament nylon snoods attached were supplied.

A 1.80 mm diameter nylon line has pairs of small metal sleeves crimped on to it at 2.5 metre intervals. These prevent small swivels, threaded on the line for attachment of snoods, sliding more than 60 mm along the line. The 0.80 mm diameter monofilament snoods are about one metre long.

I do not know how this line is worked in Norwegian boats. It is, however, clearly unsuitable for hauling manually and may need a special type of hauler. As a possible hauler device, it is worth fishing with, it is worth fishing with, it is worth fishing with.

More details are available from importer Hugh Norman (Marine Sales) Ltd., Vihov Cottage, Eilon, Aberdeen-shire.

Hugh Norman's new catalogue is also recommended, as the firm is now agent for Pantherplast and Trawl of Denmark as well as Sagat and Seamount of Norway.

The company offers a wide range of fishing gear and equipment, including trawls, seines, and other fishing gear.

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December 16, 1977

Faroese tripper tops Grimsby

QUAYSIDE prices took a tumble at Grimsby last week despite another spell of low landings.

Only two distant water trawlers landed through the week and the honours went to BUT's Ross Kelly (Skipper Eddie St. Pierre) which grossed £31,592 from 1,005 kits, again mainly codstuffs, after a 24-day Bear Island voyage.

Both vessels, however, were eclipsed by the big Faroese trawler Vadhorn which landed a really tip-top Faroese trip of haddocks and cod through the Tom Sleight

(F.S.) Ltd. agency to collect £35,046.

In a way it was a disappointing trip. A catch of 1,010 kits a few weeks ago would have made a much larger grossing considering the quality of the fish.

Local middle water landings were headed by BUT's Ross Kipling (Skipper John Roberts). The former distant water ship is now trying her luck in the North Sea and scored heavily on the Monday market to gross £23,142 from a turnout of 752 kits.

Ross Kipling really was the only vessel to land codley in any quantity (over 500 kits) which sold very well after a 10-day trip.

BUT continued to collect a string of useful middle water grossings from Ross Leopold (£18,999), Ross Jackal (£17,068) and Ross Genet (£15,289). However, for its main middle water rivals, H. L. Taylor Ltd., the week brought another very bad patch of trading as Brimo (£26,658), Hondo (£27,574), Tokio (£28,167) and Okino

(£27,122) all failed to reach five-figure grossings. Adding insult to injury, Hondo even had 111 kits of dogs unsold.

The week ended on another very low note with just 491 kits of fish being landed from a Westerly, a North Sea and an inshore trip — and even this slump in landings failed to rally prices.

The rates on advances made before December 3, 1977, are unchanged.

Rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates have been made.

The new rates of interest for vessels under 80ft. and new engines are: up to five years, 9 1/2 per cent; five to 10 years, 10 1/2 per cent; 10 to 15 years, 11 1/2 per cent; over 15 years, 12 1/2 per cent.

For processing plants: up to five years, 11 1/2 per cent; five to 10 years, 12 per cent; 10 to 15 years, 12 1/2 per cent; 15 to 20 years, 13 per cent.

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500 years of fishing

A BOOK spanning 500 years of the fishing industry at East Hunk has been presented to the wife of his author, the late William Martin of Anstruther.

Mr. Martin a fisherman and boatbuilder, wrote the book several years ago when he was confined to the house due to illness.

The book is over 280,000 words long.

The Anstruther and District Rotary Club has published three editions of the book.

Mrs. Martin was presented with a copy at a luncheon in the Club's Dining Room.

The other two books went to the Murry Library in Anstruther and the Fisheries Museum Library.

Above: Alan Jardine, president of Anstruther Rotary Club, presents the book to Mrs. Martin.

THE 36FT. GRP-hulled Fawnglass is the latest boat from Neil Watson, the Wicklow, Ireland, yard.

Fawnglass has a hull weighing two tons and was built to the standards laid down by the Irish Sea Fisheries Board.

She was built for Skipper Cyril McCabe of Clare Island, Co. Mayo.

HAKE UP TO £190

HAKE PRICES made the record books at Fleetwood again last week.

The pocket trawler Reelute had 11 kits of the fish in her catch and five kits of medium made £132 kit. This broke the record — set by the week before — by £17.

The fish was bought by J. K. Hayton and was exported to Spain. A spokesman for the firm said it had paid as much as £180 a kit for hake in Scotland and there were reports last week of prices rising to £190.

The same was unfortunately not true of other varieties and prices were again below that expected in a famine. This was especially true of hake.

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Mesh protest

BRIKHAM skipper John Day says that any attempt to enforce the proposed 90 mm minimum net mesh size would be disastrous in his area.

He has sent a letter to the Fisheries Ministry branch office in Plymouth outlining his disagreement with the proposal, asking for his views to be sent to "the people concerned" so that "sensibly will prevail".

"I can see no sense in putting the fleet of hake fishing in jeopardy in the name of conservation."

whiting and a few flat-fish and, with the size of mesh suggested, no ship would catch medium sole and whiting would be almost nonexistent.

"Not content with bringing the industry to its knees with a greatly increased minimum mesh size, they then deliver the final blow by proposing a ban on sprat fishing from April to August and a ban on horse-mackerel and mackerel from May to September."

"I can see no sense in putting the fleet of hake fishing in jeopardy in the name of conservation."

A similar boat is now being built for Kevin O'Brien of Co. Sligo and a 30 ft. John Grevill-designed glassfibre lobster boat is also under construction to Lord. Lancelotti, Malaga, specifications.

Fawnglass is fitted with a Ferragraph G600 sonar, Servotrac VHF radio and her accommodation comprises a two berth cabin with full bathroom, separate marine w.c. compartment, galley with cooker and sink an enclosed wheelhouse. The sliding door and side window, enables the helmsman to steer and work the hauler simultaneously.

A Powerlift 2000 lb. hydraulic combination seine/rawl winch is mounted on a rotating pedestal to enable nets, pots or twin trawl warps to be handled.

Powered by a Ford C-Power six-cylinder 120 h.p. diesel, she has a speed of 12 knots. Steering is Wagner N85 hydraulic.

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Black pots preferred

"PLEASE let me know if orange polythene netting is suitable for covering lobster pots or if it has to be black."

Many pots covered with orange polythene netting are being worked successfully but an increasing number of lobster fishermen prefer to use those covered with black netting.

This is because black netting is less affected by ultra-

MOD MAKES SONAR TRACK LONG-RANGE SHOALS

A SIMPLE modification which Decca engineers can make in a very short time has updated the performance of the Simrad SL sonar on mackerel, sprats and pilchards.

The first fishing vessels with modified sets — *Pescosa II*, *Lorenzo*, *Aaltje Margriet*, and *Newington Trawlers* — have now had experience of the improved SL off Plymouth and Penzance. All their skippers praise it unreservedly.

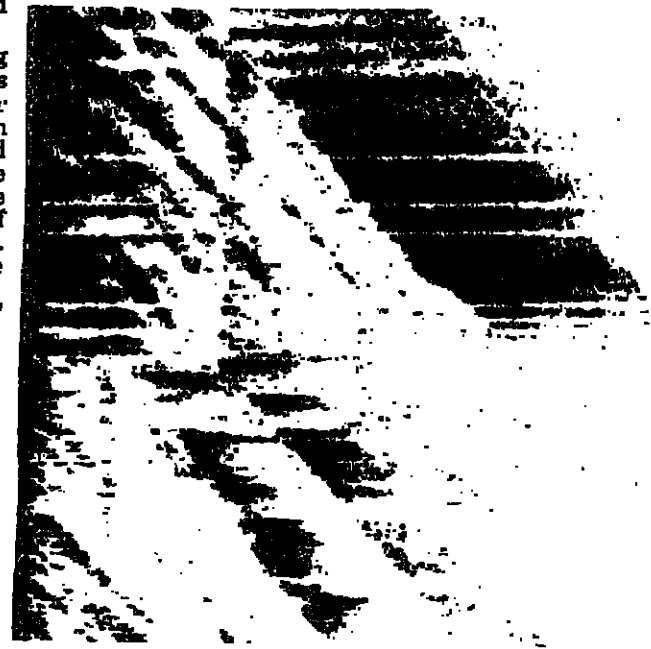
Alan Nicholson of *Pescosa II* said: "The new model has certainly done the trick. I am getting mackerel at 1,500 metres by day and 500 metres by night, as well as very good results with pilchards and small shoals of sprats."

John Lota, skipper of *Burton Lonsdale*, said that both he and Terry Fairley of *Bishop Burton* had found a great improvement, especially ranging on sprat, with clearer recording of targets. *Newington* will now be modifying the rest of its fleet's SLs.

The modification consists of changing a printed circuit board (and addition of a switch) to provide receiver gain control as an alternative to automatic gain control as in the larger Simrad sonars.

Frequency is unchanged and the excellent results obtained would appear, claims Decca, to be the last word in the high frequency/low frequency was not a major consideration.

The boats so far fitted with the mod have shown that it improves overall performance of the SL, cutting out unwanted echoes and producing a clearer, sharper recording of targets. The SL is now almost as good in picking up mackerel as bigger sonars in the range.



NORWEGIAN pursuer/ trawlers fishing blue whiting next year will have the risk of burst nets reduced by a new instrument from Simrad.

Known as the Catch Indicator, it shows the cod-end filling up in four stages as a readout on the ship's echo sounder.

The indicator — and the reasons for its development — were described to fishermen and research workers at a meeting in Lowestoft earlier this month by two Simrad engineers, Arnulfo Borud and Raymond Brede.

Net drum

As he showed a film of blue whiting fishing, Mr. Borud explained that large pursers have been converted to use mid-water trawls by installing a trawl winch and a net drum. Many ships also use their purse seine power

blocks or Triplex rollers to help handle the net.

An increasing number of ships are taking part in the fishing, which is almost entirely for the meal plant, and very large catches have been made during the short season west of the British Isles.

Nets have had to be considerably strengthened but, on occasions, they have still burst through rapid filling of the bag.

This was seen in the film of a catch taken by the pursuer *Gerda Marie*. The cod-end is not lifted and, instead, a submersible pump is lowered into the net and the fish pumped to the hold.

This year the Norwegian blue whiting catch totalled just under 40,000 tons, compared with about 26,000 tons in 1976.

The Simrad indicator is now in production and the first 30 have already been sold for use by Norwegian ships in 1978.

It consists of four sensors which are fastened to the webbing along the length of the cod-end. Each is a frame of four folding bars fixed to the net by a short length of light chain at four points. Magnets keep the frame folded but, as the bag fills, the fastenings pull the magnets apart to actuate a relay.

The indicator works in conjunction with a Simrad FB Trawl Eye, or similar headline transducer, and information passes through this and along the transducer cable to the ship. Marks on the sonar show whether the bag is quarter, half, three-quarters full or full.

Delighted

While the indicator does not give a precise, continuing measurement, Norwegian skippers are said to be delighted with results from the prototype. The number of orders already placed is seen as a sign of confidence that the instrument will really help them avoid losses through damaged nets.

News of another Simrad product, the CD situation display for use with sonars when purse seining, was also given by Mr. Borud.

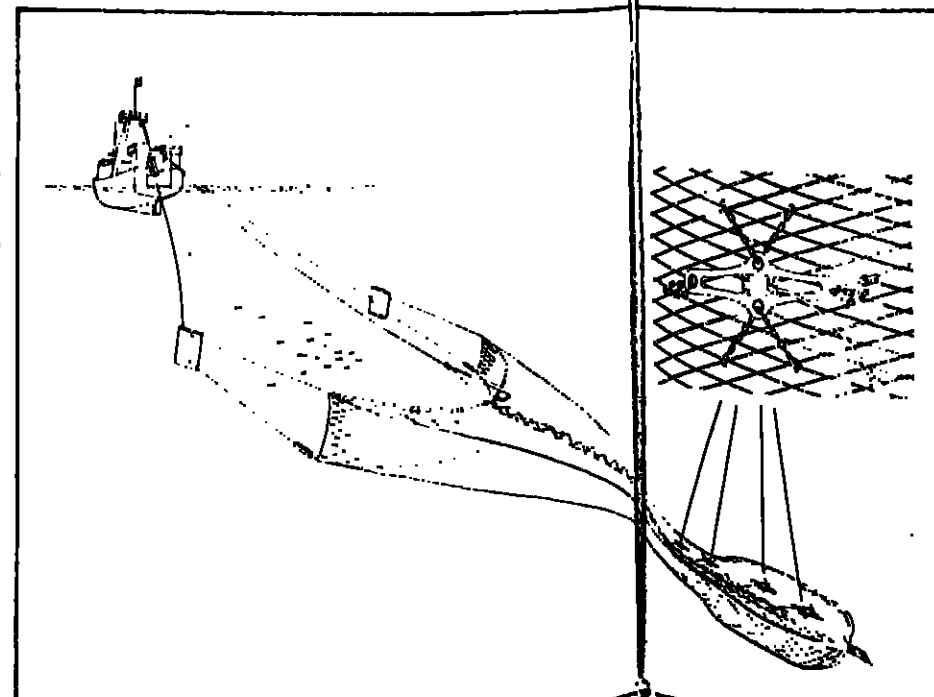
This computer-linked system gives the skipper a picture of almost everything happening to his ship in relation to her gear and the fish being hunted.

It has been used with great success on capelin fishing and also North Sea mackerel. The Irish pursuer *Albacore* has one set.

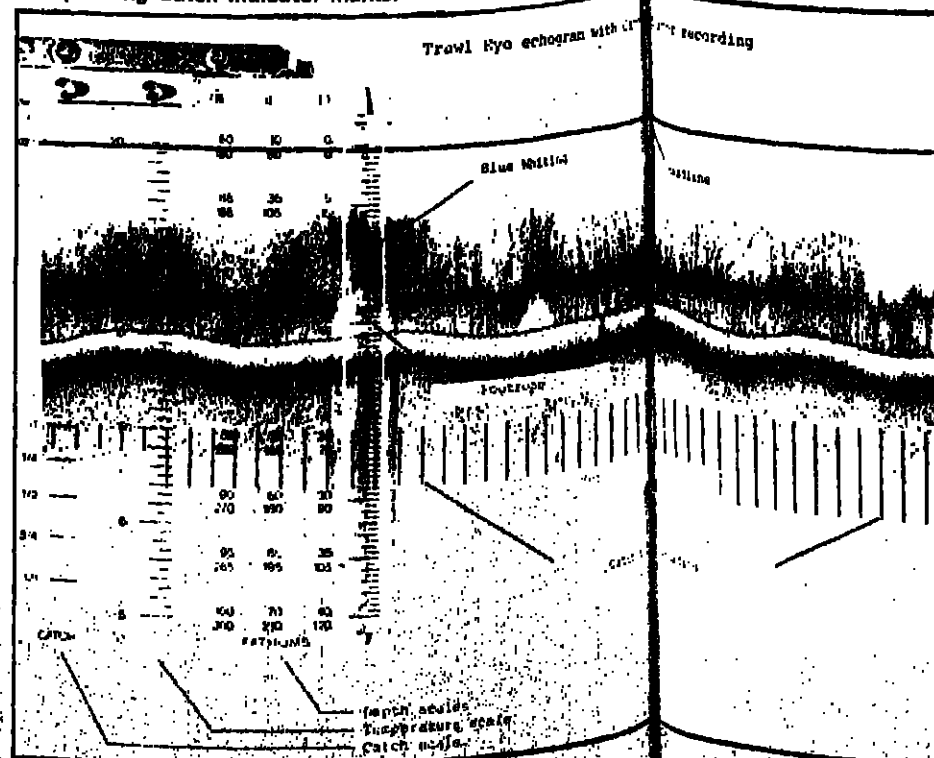


WEIGHING IN at 8st. 3lb. is this blue skate — the biggest landed at Scarborough since the war according to local fishermen. It was caught by *Sootie* (Skipper Alan Jagger) 56 miles north-east of Scarborough and bought by fish buyer, Terry Wood, for £18.80. Pictured with the skate are Malcolm Goodworth and Kevin Sengamore of merchants T. A. Wood. *Sootie* is a steel trawler from the Harker Shipyard.

Watch on fish in the trawl



Above: Simrad's Catch Indicator sits on the Cod-end to warn when filling up. Below: Echogram incorporating Catch Indicator marks.



Skipper John Lota (right) of *Lonsdale* (above) said he had had improvement with the modified set. Below: *Pescosa II* — spotting 1,300 metres by day and 500 at night.



A RECENT addition to the fleet at Newquay, Cornwall, is the 28ft. 6in. long wooden crab and lobster boat *Ma Vie*.

She is from the John Moor yard at Charlestown, near St. Austell, which is now one of the handful of Cornish yards left building this traditional-type boat.

John Moor served his apprenticeship with the late Percy Mitchell across the bay at Portmellon, near Mevagissey. Percy was well known for the excellent boats he built.

Ma Vie follows a design originated by Mr. Moor when he started boat building in Charlestown about seven years ago; since then he has completed eight similar boats, most for Cornish owners, but two have been built for Southampton and Wales.

Ma Vie conforms to White Fish Authority requirements and has been built for Arthur Caine of Newquay, who intends to use her mostly for crab and lobster fishing.

Work on the boat started in

1976, but she has really taken only eight months of building time, as the yard has been doing repairs on boats locally.

She is carvel-built, has an 11ft. beam and draws 3ft. to the waterline. The keel is of seasoned English oak 9in. x 6in., and the grown-oak frames are 6in. x 3in. doubled and spaced at 34in. centres with three steamed timbers in between. Hull and deck planking is 1 1/2in. iroko.

A section of the starboard side is reinforced with a further layer of planking to protect the hull from damage by pots being hauled aboard. The top of the gunwale and the rubbing strake are protected throughout with brass strips.

The boat is fitted with a 5in. x 3in. galvanised keel iron, also bilge keel irons to take the hard beach in Newquay harbour. As usual with this type of boat, a Cornish-style mizzen mast is fitted in a tabernacle.

The wheelhouse is mounted well forward, leaving almost 20ft. of clear working deck space aft; the deck is self-draining. There is excellent forward and side

visibility; and two of the forward facing windows open while the central one is fitted with an electric wiper.

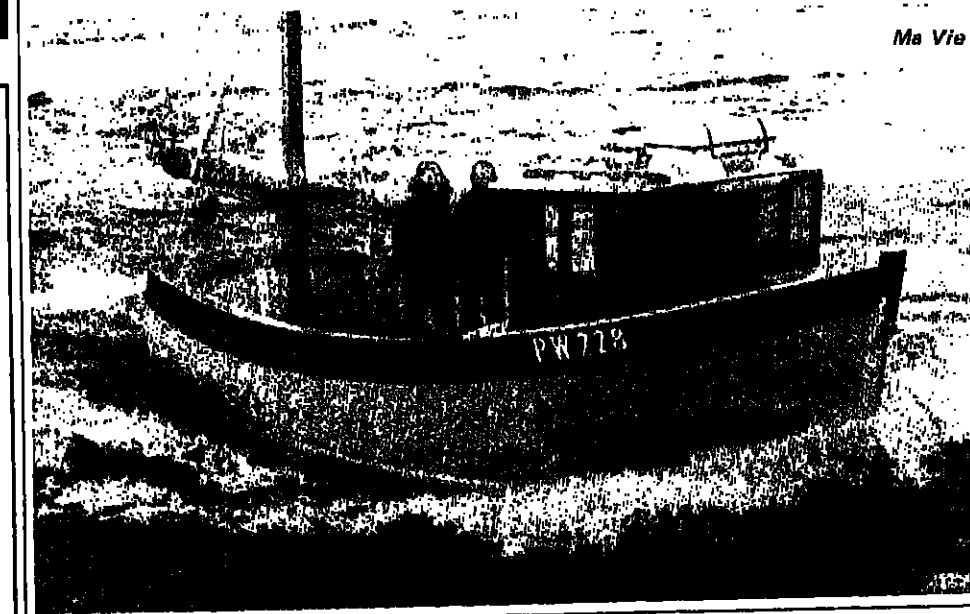
Her six-cylinder 120 hp at 1,400 rpm Ford C-Power diesel is located under the deck, just aft of the wheelhouse. It drives a 21in. x 19in. bronze three-bladed propeller through a 2:1 reduction gearbox and stainless steel shaft. Engine access is through a large removable watertight hatch just behind the wheelhouse.

The engine also drives a Jabsco deck-wash pump and a pump for the hydraulic Spencer-Carter line and pot hauler fitted on the starboard gunwale. Engine controls are duplicated inside and outside the wheelhouse.

Two 50-gallon stainless steel fuel tanks are fitted under the deck.

Wheelhouse aids comprise a Simrad echo sounder, also a 12-channel VHF Seavoice radio with a 20-mile range and a hired Decca Navigator.

Safety equipment includes lifebelts, flares and horn; also an RFD eight-man inflatable liferaft. A 30lb. fisherman's anchor is also provided.



Radio 'not on'

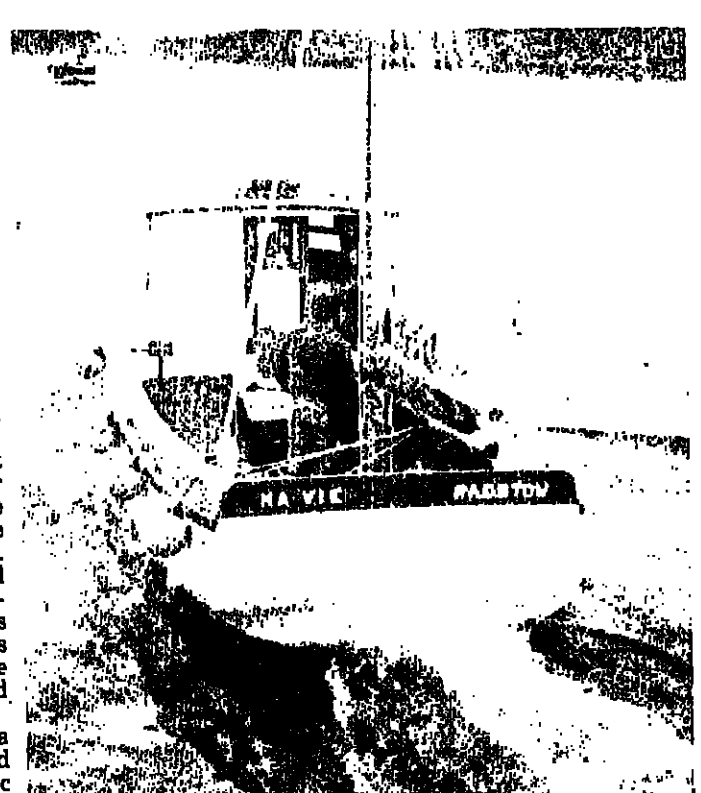
THE IRISH Fishermen's Organisation has criticised allegedly inadequate radio facilities at Malin Head, County Donegal.

The organisation claims that valuable time has been lost in trying to get urgent messages to the mainland via Malin Head and, according to its chairman, Joey Murrin: "Malin Head radio station is completely inadequate to meet the most elementary requirements and safety regulations for fishermen."

He said that all trawlers were now equipped with a VHF system which was not operated by the Malin Head Station and he criticised the Irish Government which, he claimed, was still telling fishermen that the matter was "being looked into".

"The County Donegal trawler fleet is worth £16 million and the fishermen are demanding a radio communications system that will give them immediate access to the mainland in ship-to-shore communications," Mr. Murrin said.

Cornish potter for Newquay



Ma Vie, the 28ft. 6in. wooden crab and lobster boat to recently join the Newquay fleet.

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50 years ago

DECEMBER 17, 1927

CREW of *Vera Grace*, owned by J. H. Marr & Sons, work for 80 hours to keep her afloat after hitting gales off the Scottish coast.

ICELANDIC patrol boats seize trawlers *Stoneberry* and *Saulcoates* for alleged illegal fishing off the north coast of Iceland.

FISHERMEN appeal for assistance to clear wrecks off the coast from Portland Bill to Start Point. The wrecks are "numerous and dangerous".

FISH with spoon in its mouth caught by a West Hartlepool man. The 6in. long tablespoon was well down the one-stone fish's mouth.

'PERMOLIFT' TRAWL FLOATS

- 1 'Permollift' floats provide better cost effectiveness compared to alloy floats
- 2 Less Permollift floats per net are required due to increased buoyancy
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Max. working depths:	Max. working depths:
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static buoyancy 8.89 lbs (3.94 kg)	static buoyancy 3.07 lbs (1.29 kg)
— 500 fathom (91 Atmospheres)	— 300 fathom (62 Atmospheres)
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'Saving fish for the EEC'

IRELAND has been offered £20m by the EEC to boost her fishery protection service.

But the offer has been criticised by the Irish Fishermen's Organisation which says the money is being offered to carry out work too troublesome and expensive for the EEC to do itself.

The European Commission approved a substantial aid programme towards building up the Irish fisheries protection service, but the money would only be half of that needed.

The decision was based on an Irish plan and the money would be paid towards (a) short-term leasing of two vessels and one aircraft; (b) longer term purchase of five 1,000-ton vessels and five twin-engined medium range aircraft.

The Irish Government's decision on the offer is being made known this week in Brussels.

Commented the IFO: "All the EEC wants Ireland to do is protect fish for the Continentals."

Christmas break

THE Christmas/New Year break at Lowestoft fish market will last for almost two weeks. The market will close from December 23 to January 5.

Billingsgate

ONE OF THE traditions of Billingsgate is the porter's "bobbin hat" which is named after the payment purchasers made for carrying fish from stalls to their vehicles.

It is made of leather, with a flat crown on which to place a box of fish, and has an up-turned brim to prevent melt-water dripping down the porter's neck.

Regrettably, films and television reports often depict porters as beasts of burden thoughtlessly conveying fish from vehicle to market to vehicle. In fact, he will collect packages from any one of 80 delivery lorries, each perhaps having one dozen varieties of fish which can be sub-divided again into various sizes and grades.

He will not carry just one order to one delivery vehicle (of which there are 200 or more), but will need to make up the load for his coster-barrow taking into account that, from the last lorry in Tower Hill to the last on the Steam Packet stand, must be nearly one mile.

Nor is he helped by his employers who seem happy to send out lorries worth £20 in the lid of a carton or sales worth £70 in a lidless box. Trying to balance such a load on a narrow requires considerable ingenuity and here the porter may be assisted by one of the "Boats" who stagger down to the market to earn their daily older or mths money.

Porters are retained rather than employed, the number attached to each wholesaler being a matter of negotiation between firm and union. They are paid a daily fee plus "bobbin" or porterage money based on the packages carried — and this is subject to a guaranteed weekly minimum. A number of unattached porters, said to be "on the stones", are available to supplement a firm's labour force when there is a particularly large arrival.

Relations between porters and the tenants have to be relatively good. Two separate day long strikes since the war — and each caused by adverse weather — is not a bad record. Some people will say, however, that employers have always given in too easily — and certainly the long term effect of the porter's ban on handling fish from suppliers who deliver directly into the London area is often cited as a reason for the decline in the market's tonnage.

It is suggested that recent elections to the committees of the T&GVU's Billingsgate branch have included a more militant element, which is already flexing its muscles by a recent edict that buyers may not carry their own fish out of the market.

Without doubt past moderation has had much to do with Jim Wickes, for many years the branch chairman. However, Jim has not been in the best of health recently and his possible retirement will have to be considered.

As one porter said last week: "Who is there down hard to replace him?" It is suggested that if the moderates do not find someone, the militants will.

DUTCH SKIPPER DUMPS BANNED HERRING

A DUTCH skipper who threw 2½ tons of herring over the side soon after it was caught while an officer of the Irish Naval Service was on board his trawler, has been fined £10 at Cobh District Court for obstruction.

Pieter Stam, skipper of *Egmond* from Ymuiden, Holland, was also ordered to pay £350 expenses, £75 in costs and £25 interpreter's fee.

Cork solicitor, Rory Conway, made a successful defence to the main charges of fishing for herring in the prohibited Celtic Sea area off Ballycotton, Co. Cork, on November 30 and of having prohibited fish on board.

Mr Conway submitted to District Justice Kevin McCourt that EEC regulations allowed the defendant to have herring on board as five per cent of his total catch for the voyage.

The 25 barrels, or 2½ tons of herring which the skipper had caught, was taken in a single haul and was well within the limit as 200 tons of mackerel and sprats were aboard.

Evidence was given that Lieut. Commander Michael R. Murphy and members of the crew of *LE Deirdre*, saw the Dutch vessel off Ballycotton. There was evidence she was less than 10 miles off the coast.

Ensign Sean Meehan, who

boarded the Dutch trawler, found the nets were being hauled in and the catch consisted almost exclusively of herring.

While he was on board he saw herring being emptied into a chute and so went to the bridge to speak to the captain. He agreed he had about 25 barrels of herring from the haul and the vessel was then formally arrested. Some 20 minutes later, when Ensign Meehan went below, no trace of the 25 barrels of herring could be found.

John McGee, an officer of the Irish Department of Fisheries, said he and two other officers, plus 12 dockers, searched the vessel in Cobh and could find only three individual herring among the 200-tons of mackerel and sprat.

In 1973 the Council for National Academic Awards approved the course — at Plymouth Polytechnic — leading to the award of the Council's B.Sc. Degree in Fishery Science.

So far eight students have graduated and seven of them have already found employment with the fish industry and government establishments.

Richard McCormack, who is with the White Fish Authority, came to the course as a trawler deckhand and financed himself with odd jobs. This year he receives the Sir Francis Chichester Memorial Award for the most deserving student and graduated with a commendation.

The School of Maritime Studies, under whose aegis the course operates, is run by Dr David H. Moreby, Extra Master, Ph.D. and fishery Science course tutor and head of the sub-department Ocean Science Group is Captain Roger Motte, M.Sc. DIC, MCIT, FRMS, Ex.M.

Graduates are expected to take up appointments such as: development officers with research teams, fleet

false declarations would have been obvious from the vessel's records.

The procedure laid down by the Dutch Government was that herring catches had to be notified and the Dutch Government should then communicate that information to the Irish Government.

He had returned the herring to the sea in the interests

of conservation and hoped they were alive at the time. He had been fishing for 14 days in the area.

Asked by the prosecution if he knew it was illegal to be fishing for herring in the Celtic Sea at that time, the skipper replied through an interpreter: "Of course I know, but what could I do when they were in the net?"

He denied that he had been getting rid of the evidence, although the prosecution claimed that this was his motive.

The State Solicitor, Mr. M. J. C. Dempsey, said that the fine allowed by Statute of 1966 was "miserable" and asked the District Justice to impose the alternative two month jail. His request was refused.

Fish degree graduates

THERE ARE only two higher education establishments in Europe offering a degree course in Fishery Science. One of them is in Plymouth, Devon.



Richard McCormack's award — a painting by Surrey artist Ken Rush of the side trawler *Ross Khartoum*. The presentation was made at Plymouth last Friday.

operations managers, management posts in trawler owning companies, advisers to operations and design criteria, management posts in fish farming, advisers to overseas governments and other research and development work.

The course is conducted by the School of Maritime Studies to encourage improvement and technical development within the fish industries and to men and women educated to degree level in subjects such as ocean sciences, fish biology and fishing technology.

Not all the study work takes place at Plymouth. The new nautical college at Hull has a number of facilities on offer to students and sections of the course dealing with fishing methods and fishing gear technology

are covered at Hull College of Higher Education.

In 1971 an inspector from the Department of Education and Science visited universities in the USA and proposed to the UK fisheries ministry that there should be a course in fishery sciences.

For hundreds of years Plymouth has offered a Nautical Studies Degree, and the port was chosen to run the first degree course at its polytechnic. Next year it is hoped that the course will achieve Honours status.

Seventy-seven students are enrolled for the 4-year course and they come from all over the world, including the UK, Ghana, Nigeria, Malaysia, Trinidad, Iceland and South Africa. These will be joined soon by students from America, Canada and Mexico.

New class

THE 100 ft. long trawler for Aberdeen ordered by the Wood Group (*Fishing News*, December 9) should be in service by December 78.

"I think that size of boat will be ideal for the job," said the firm's managing director, William Wood.

The vessel's principle role will be bottom trawling, though she will be capable of pelagic fishing. She will be the command of Skipper James Wood, and will be the first of a new class.

The new trawler will have a 900 hp engine and her fishroom will be aft. She will have accommodation for 12 men, but fish with 11 crew.

She will be nearly one mile.

Nor is he helped by his employers who seem happy to send out lorries worth £20 in the lid of a carton or sales worth £70 in a lidless box. Trying to balance such a load on a narrow requires considerable ingenuity and here the porter may be assisted by one of the "Boats" who stagger down to the market to earn their daily older or mths money.

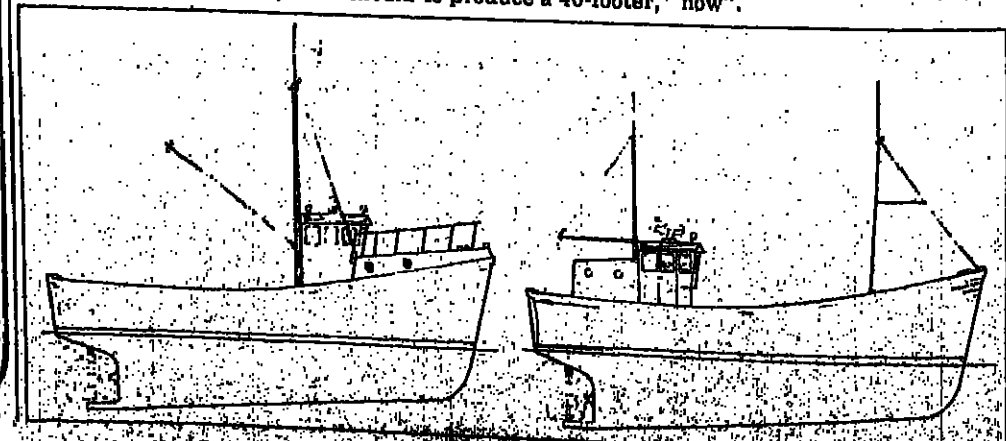
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Two views of the GM43: forward wheelhouse with GRP or aluminium wheelhouse (left) and aft wheelhouse with deckhouse (right). The hull will be 52 ft in length.

modoured depth, 11 ft 4 in. The boat will scrape in under the Department of Trade's survey limit of 12 metres because the rules are based on registered length.

GM43 craft have already been sold to skippers in Plymouth and Northern Ireland.

The firm originally planned to modify the GM37 mould to produce a 40-footer,

but "it became clear that fishermen would like to see more beam and carrying capacity for a vessel working the 60-mile inshore limit", said one of the firm's directors, Chris 'Fub' Brook.

"We held a meeting and came to the conclusion that we had always given fishermen what they wanted, so we agreed don't let's stop now".

The two skippers he originally ordered the GM37, said version of the GM43 they are now to have GM43 craft. Deliveries are due to start late next summer. Hulls will be available for fitting from April/May next year onwards.

Cygnus moves into a much larger factory this week to start production of the GM43 which will cost about £10,000 as a bare hull and £50,000 complete, according to gear specified.

The craft will have a 30 tons plus displacement, but registered tonnage will be over 15 tons and under 20 tons to take advantage of VAT and three-mile limit laws.

Two versions of the GM43: forward wheelhouse with GRP or aluminium wheelhouse (left) and aft wheelhouse with deckhouse (right). The hull will be 52 ft in length.

Humber bid for top training centre

A FISHING university to be based in Britain and known as the Centre of Excellence for Fishery Training and Education could be based on Humberside.

Humberside Education Committee is putting in a bid to the Department of Education and Science to run the centre.

Finance for the venture could come from Whitehall and the EEC's Regional Fund, but the idea is not to

build a new university for fishing.

The plan is to pull together and improve existing facilities for training.

For years there has been intense rivalry between Grimsby and Hull over fishermen's training and education, but with such a massive undertaking there should be ample room for

both centres to survive and, indeed, expand.

Other areas of Britain are known to be interested in the scheme, but the government is thought to favour Humberside. Both colleges at Grimsby and Hull are now working on the idea in close liaison with the County Council.

If the venture gets underway, the area would become one of Europe's most important training centres with a wide range of courses from degrees in marine biology to elementary pre-sea training.

The exact siting of the main centre — Grimsby or Hull — is described as 'very sensitive'.

£200,000 YEAR FOR SKIPPER

A PRESENTATION has been made to Skipper Joe Ewan of Macduff for his achievement in grossing over £200,000 with the boat *Celestial Dawn*.

Skipper Ewan (right) is seen receiving a carriage clock from Charles Middleton, managing director of vessel agents, P. & J. Johnstone.

Celestial Dawn grossed a total of £203,171 for the year ending in July.



St Phillip first

HIGHEST earner at Lowestoft last week was the Colne stern trawler *St. Phillip* (Sk. T. Martin) — one of three vessels to top the 300-kil mark last week.

Returning after 12 days at sea in time for the Wednesday market, her 343-kil landing sold for £10,301.

Another stern fisher, Tallman Trawlers' *Barnby Queen* (Sk. Colin Craig), landed 283 kils on the Thursday after 11 days to gross £10,099 and put her in second place.

Third place went to the Colne side trawler *St. Mark* (Sk. J. Kelly) which, on the Monday, landed 317 kils to gross £9,372 after a 12-day trip.

In fourth place was another Tallman vessel, the side trawler *Ripley Queen* (Sk. J. Deacon). She came home on Thursday after 12 days with 280 kils which sold for £9,370.

SUBSIDY QUESTION

WALTER CLEGG, MP for North Fylde, has received a letter from the Fleetwood Fish Merchants' Association over the way in which the Government's Temporary Employment Subsidy is being operated.

It is being given to firms intending to lay off 10 or more staff.

The MP is to take the matter up with the government departments concerned. Many firms on the local fish dock have small staffs and would benefit under an extension of the scheme.

Irish boat finance

DEPOSIT CUT—LONGER LOANS

IRISH FISHERIES minister Brian Lenihan has announced immediate major changes in the terms of BIM's Marine Credit Plan to buy new boats.

The pay-back period has been increased for larger vessels and the minimum deposit has been cut by half — to five per cent.

The new plan has been worked out by the minister in conjunction with BIM, the main banks and the Department of Finance. Now, clearing banks can be a source of loans.

BIM will bring down the bank interest rates with a special subsidy, subject to a maximum reduction of 54 per cent.

The new arrangements are expected to stimulate fleet expansion considerably, according to BIM.

BIM chairman, Brendan O'Kelly, has complimented the minister for securing more favourable credit terms.

Mr. O'Kelly said that the new terms offered an attractive proposition to those wishing to extend their scale of fishing.

Since repayments for the bigger class of vessel — including their first complement of gear — would now be lower in the early repayment

years, this would help considerably towards the success of new vessels.

The new terms are: Vessels under 50 ft. — deposit: 5% minimum; grant: 25%; loan 70% maximum; term 15 years maximum (normally 10 years) source of loan BIM; rate of interest variable — at present 5%.

Vessels 50 ft. - 65 ft. — deposit: 5% minimum; grant: 25%; loan 70% maximum; term 12 years maximum; source of loan BIM; rate of interest variable — at present 5%.

Vessels 65 ft. - 80 ft. — deposit: 5% minimum; grant: 25%; loan 70% maximum; term 12 years maximum; source of loan clearing banks; rate of interest variable — at present 5%.

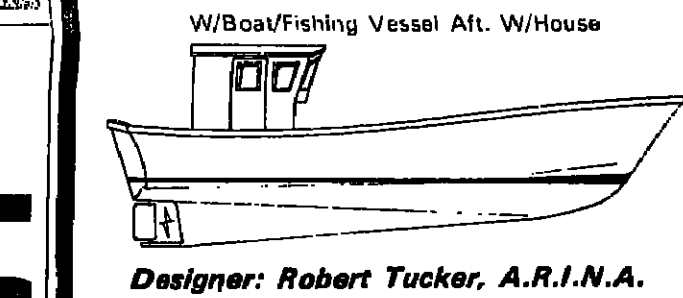
Vessels 80 ft. - 90 ft. — deposit: 5% minimum; grant: 25%; loan 70% maximum; term 12 years maximum; source of loan clearing banks; rate of interest variable — at present 5%.

Vessels 90 ft. - 100 ft. — deposit: 5% minimum; grant: 25%; loan 70% maximum; term 12 years maximum; source of loan clearing banks; rate of interest variable — at present 5%.

Vessels 100 ft. - 110 ft. — deposit: 5% minimum; grant: 25%; loan 70% maximum; term 12 years maximum; source of loan clearing banks; rate of interest variable — at present 5%.

Vessels 110 ft. - 120 ft. — deposit: 5% minimum; grant: 25%; loan 70% maximum; term 12 years maximum; source of loan clearing banks; rate of interest variable — at present 5%.

Vessels 120 ft. - 130 ft. — deposit: 5% minimum; grant: 25%; loan 70% maximum; term 12 years maximum; source of loan clearing banks; rate of interest variable — at present 5%.



Designer: Robert Tucker, A.R.I.N.A.

(Please state which version interests you and whether you require details of part fitting out or a completed vessel).

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The choice of professionals who know the sea and demand the best.

Aft Wheelhouse fishing vessel will be available for demonstrations to interested purchasers during London Boat Show period at Cadogan Pier, Nr. Albert Bridge, Chelsea.

A more cost-effective approach to fishing is to be encouraged through on-board training programmes.

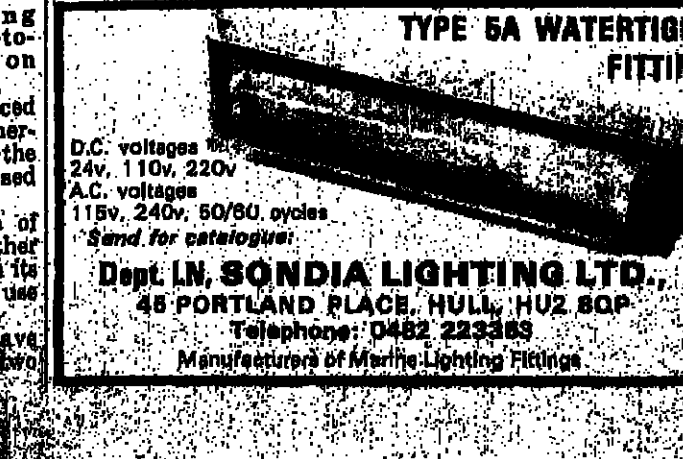
Speedline for RNLI

RNLI is now using Speedline — an easy-to-use, lightweight — on some of its boats.

The Speedline, produced by Paine, Wessex and Schermuly Ltd., supercedes the 30mm line throwing set used by the RNLI.

Speedline has a range of 280 metres in good weather and is more accurate than its predecessor. It is easy to use and light in weight.

More than 25,000 have been sold in the last two years.



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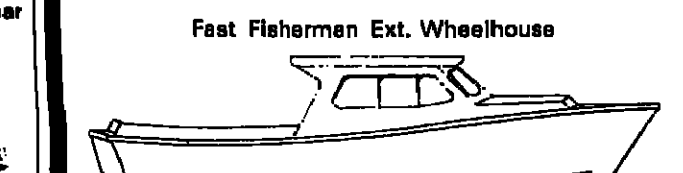
Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.

LLOYDS - DET NORSKE VERITAS AND W.F.A. APPROVED

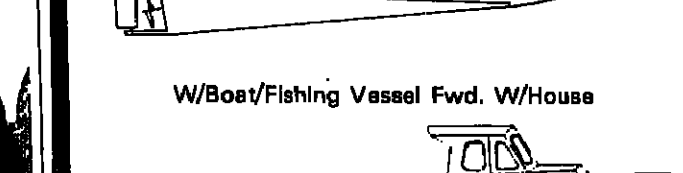
Fast Flehmar/Charter Angler



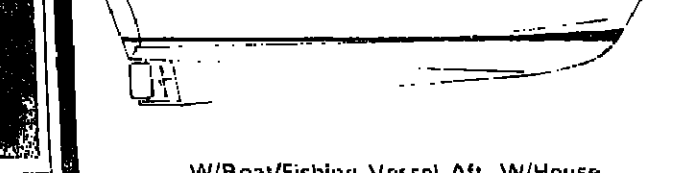
Fast Flehmen Ext. Wheelhouse



W/Boat/Fishing Vessel Fwd. W/House



W/Boat/Fishing Vessel Aft. W/House



W/Boat/Fishing Vessel Aft. W/House
